

Government Railways.

EXCURSION TRIP TO HAWKESBURY RIVER IN CONJUNCTION WITH THE SYDNEY EXHIBITION.

THURSDAY, SATURDAY, AND SUNDAY, 1st, 3rd, and 5th March.

Trains will leave Sydney at 9 a.m. on THURSDAY and SATURDAY, and at 10 a.m. on SUNDAY, and have Milton's Point at 11.30 a.m. on both days. The River Trip will occupy 2 hours. Return 2 miles by rail and 2 miles by water.

BUTTON FABRICS, including 2nd class trip. FIRST CLASS, 50c; SECOND CLASS, 40c.

ROUND TRIPS BETWEEN SYDNEY AND WINDSOR.

ON WEDNESDAY, 1st March, train will leave Sydney at 9 a.m. and Windsor at 10.30 a.m. On arrival at Windsor the steamer "GENERAL GORDON" will take passengers up the river to Windsor, then connecting with the 7.15 a.m. train, due Sydney at 9.55 a.m.

ROUND TRIPS BETWEEN SYDNEY AND WINDSOR.

ON THURSDAY, 3rd March, train will leave Sydney at 9.55 a.m. for Windsor, and the steamer will proceed down the river to Hawkesbury, passengers taking the 6.45 p.m. train, due Sydney at 10.15 p.m.

CHEAP RETURN FARES FROM SYDNEY AND SUBURBAN STATIONS (including Murrumbidgee) to First-class, 10c; Second-class, 8c; available for return on day of issue, or within one week.

MURUMBIDGE RIVER.

CHAS. EXCURSION TICKETS at 10c per mile first-class return (minimum 20), and 14c per mile second-class return (minimum 10), will be issued to those who leave Sydney on the 1st, 3rd, and 5th March, and return to Sydney on the 2nd, 4th, and 6th March, respectively. (Excludes Murrumbidgee) up to 10 miles, 10c; 11 to 20 miles, 14c; 21 to 30 miles, 18c; 31 to 40 miles, 22c; 41 to 50 miles, 26c; 51 to 60 miles, 30c; 61 to 70 miles, 34c; 71 to 80 miles, 38c; 81 to 90 miles, 42c; 91 to 100 miles, 46c; 101 to 110 miles, 50c; 111 to 120 miles, 54c; 121 to 130 miles, 58c; 131 to 140 miles, 62c; 141 to 150 miles, 66c; 151 to 160 miles, 70c; 161 to 170 miles, 74c; 171 to 180 miles, 78c; 181 to 190 miles, 82c; 191 to 200 miles, 86c; 201 to 210 miles, 90c; 211 to 220 miles, 94c; 221 to 230 miles, 98c; 231 to 240 miles, 102c; 241 to 250 miles, 106c; 251 to 260 miles, 110c; 261 to 270 miles, 114c; 271 to 280 miles, 118c; 281 to 290 miles, 122c; 291 to 300 miles, 126c; 301 to 310 miles, 130c; 311 to 320 miles, 134c; 321 to 330 miles, 138c; 331 to 340 miles, 142c; 341 to 350 miles, 146c; 351 to 360 miles, 150c; 361 to 370 miles, 154c; 371 to 380 miles, 158c; 381 to 390 miles, 162c; 391 to 400 miles, 166c; 401 to 410 miles, 170c; 411 to 420 miles, 174c; 421 to 430 miles, 178c; 431 to 440 miles, 182c; 441 to 450 miles, 186c; 451 to 460 miles, 190c; 461 to 470 miles, 194c; 471 to 480 miles, 198c; 481 to 490 miles, 202c; 491 to 500 miles, 206c; 501 to 510 miles, 210c; 511 to 520 miles, 214c; 521 to 530 miles, 218c; 531 to 540 miles, 222c; 541 to 550 miles, 226c; 551 to 560 miles, 230c; 561 to 570 miles, 234c; 571 to 580 miles, 238c; 581 to 590 miles, 242c; 591 to 600 miles, 246c; 601 to 610 miles, 250c; 611 to 620 miles, 254c; 621 to 630 miles, 258c; 631 to 640 miles, 262c; 641 to 650 miles, 266c; 651 to 660 miles, 270c; 661 to 670 miles, 274c; 671 to 680 miles, 278c; 681 to 690 miles, 282c; 691 to 700 miles, 286c; 701 to 710 miles, 290c; 711 to 720 miles, 294c; 721 to 730 miles, 298c; 731 to 740 miles, 302c; 741 to 750 miles, 306c; 751 to 760 miles, 310c; 761 to 770 miles, 314c; 771 to 780 miles, 318c; 781 to 790 miles, 322c; 791 to 800 miles, 326c; 801 to 810 miles, 330c; 811 to 820 miles, 334c; 821 to 830 miles, 338c; 831 to 840 miles, 342c; 841 to 850 miles, 346c; 851 to 860 miles, 350c; 861 to 870 miles, 354c; 871 to 880 miles, 358c; 881 to 890 miles, 362c; 891 to 900 miles, 366c; 901 to 910 miles, 370c; 911 to 920 miles, 374c; 921 to 930 miles, 378c; 931 to 940 miles, 382c; 941 to 950 miles, 386c; 951 to 960 miles, 390c; 961 to 970 miles, 394c; 971 to 980 miles, 398c; 981 to 990 miles, 402c; 991 to 1000 miles, 406c; 1001 to 1010 miles, 410c; 1011 to 1020 miles, 414c; 1021 to 1030 miles, 418c; 1031 to 1040 miles, 422c; 1041 to 1050 miles, 426c; 1051 to 1060 miles, 430c; 1061 to 1070 miles, 434c; 1071 to 1080 miles, 438c; 1081 to 1090 miles, 442c; 1091 to 1100 miles, 446c; 1101 to 1110 miles, 450c; 1111 to 1120 miles, 454c; 1121 to 1130 miles, 458c; 1131 to 1140 miles, 462c; 1141 to 1150 miles, 466c; 1151 to 1160 miles, 470c; 1161 to 1170 miles, 474c; 1171 to 1180 miles, 478c; 1181 to 1190 miles, 482c; 1191 to 1200 miles, 486c; 1201 to 1210 miles, 490c; 1211 to 1220 miles, 494c; 1221 to 1230 miles, 498c; 1231 to 1240 miles, 502c; 1241 to 1250 miles, 506c; 1251 to 1260 miles, 510c; 1261 to 1270 miles, 514c; 1271 to 1280 miles, 518c; 1281 to 1290 miles, 522c; 1291 to 1300 miles, 526c; 1301 to 1310 miles, 530c; 1311 to 1320 miles, 534c; 1321 to 1330 miles, 538c; 1331 to 1340 miles, 542c; 1341 to 1350 miles, 546c; 1351 to 1360 miles, 550c; 1361 to 1370 miles, 554c; 1371 to 1380 miles, 558c; 1381 to 1390 miles, 562c; 1391 to 1400 miles, 566c; 1401 to 1410 miles, 570c; 1411 to 1420 miles, 574c; 1421 to 1430 miles, 578c; 1431 to 1440 miles, 582c; 1441 to 1450 miles, 586c; 1451 to 1460 miles, 590c; 1461 to 1470 miles, 594c; 1471 to 1480 miles, 598c; 1481 to 1490 miles, 602c; 1491 to 1500 miles, 606c; 1501 to 1510 miles, 610c; 1511 to 1520 miles, 614c; 1521 to 1530 miles, 618c; 1531 to 1540 miles, 622c; 1541 to 1550 miles, 626c; 1551 to 1560 miles, 630c; 1561 to 1570 miles, 634c; 1571 to 1580 miles, 638c; 1581 to 1590 miles, 642c; 1591 to 1600 miles, 646c; 1601 to 1610 miles, 650c; 1611 to 1620 miles, 654c; 1621 to 1630 miles, 658c; 1631 to 1640 miles, 662c; 1641 to 1650 miles, 666c; 1651 to 1660 miles, 670c; 1661 to 1670 miles, 674c; 1671 to 1680 miles, 678c; 1681 to 1690 miles, 682c; 1691 to 1700 miles, 686c; 1701 to 1710 miles, 690c; 1711 to 1720 miles, 694c; 1721 to 1730 miles, 698c; 1731 to 1740 miles, 702c; 1741 to 1750 miles, 706c; 1751 to 1760 miles, 710c; 1761 to 1770 miles, 714c; 1771 to 1780 miles, 718c; 1781 to 1790 miles, 722c; 1791 to 1800 miles, 726c; 1801 to 1810 miles, 730c; 1811 to 1820 miles, 734c; 1821 to 1830 miles, 738c; 1831 to 1840 miles, 742c; 1841 to 1850 miles, 746c; 1851 to 1860 miles, 750c; 1861 to 1870 miles, 754c; 1871 to 1880 miles, 758c; 1881 to 1890 miles, 762c; 1891 to 1900 miles, 766c; 1901 to 1910 miles, 770c; 1911 to 1920 miles, 774c; 1921 to 1930 miles, 778c; 1931 to 1940 miles, 782c; 1941 to 1950 miles, 786c; 1951 to 1960 miles, 790c; 1961 to 1970 miles, 794c; 1971 to 1980 miles, 798c; 1981 to 1990 miles, 802c; 1991 to 2000 miles, 806c; 2001 to 2010 miles, 810c; 2011 to 2020 miles, 814c; 2021 to 2030 miles, 818c; 2031 to 2040 miles, 822c; 2041 to 2050 miles, 826c; 2051 to 2060 miles, 830c; 2061 to 2070 miles, 834c; 2071 to 2080 miles, 838c; 2081 to 2090 miles, 842c; 2091 to 2100 miles, 846c; 2101 to 2110 miles, 850c; 2111 to 2120 miles, 854c; 2121 to 2130 miles, 858c; 2131 to 2140 miles, 862c; 2141 to 2150 miles, 866c; 2151 to 2160 miles, 870c; 2161 to 2170 miles, 874c; 2171 to 2180 miles, 878c; 2181 to 2190 miles, 882c; 2191 to 2200 miles, 886c; 2201 to 2210 miles, 890c; 2211 to 2220 miles, 894c; 2221 to 2230 miles, 898c; 2231 to 2240 miles, 902c; 2241 to 2250 miles, 906c; 2251 to 2260 miles, 910c; 2261 to 2270 miles, 914c; 2271 to 2280 miles, 918c; 2281 to 2290 miles, 922c; 2291 to 2300 miles, 926c; 2301 to 2310 miles, 930c; 2311 to 2320 miles, 934c; 2321 to 2330 miles, 938c; 2331 to 2340 miles, 942c; 2341 to 2350 miles, 946c; 2351 to 2360 miles, 950c; 2361 to 2370 miles, 954c; 2371 to 2380 miles, 958c; 2381 to 2390 miles, 962c; 2391 to 2400 miles, 966c; 2401 to 2410 miles, 970c; 2411 to 2420 miles, 974c; 2421 to 2430 miles, 978c; 2431 to 2440 miles, 982c; 2441 to 2450 miles, 986c; 2451 to 2460 miles, 990c; 2461 to 2470 miles, 994c; 2471 to 2480 miles, 998c; 2481 to 2490 miles, 1002c; 2491 to 2500 miles, 1006c; 2501 to 2510 miles, 1010c; 2511 to 2520 miles, 1014c; 2521 to 2530 miles, 1018c; 2531 to 2540 miles, 1022c; 2541 to 2550 miles, 1026c; 2551 to 2560 miles, 1030c; 2561 to 2570 miles, 1034c; 2571 to 2580 miles, 1038c; 2581 to 2590 miles, 1042c; 2591 to 2600 miles, 1046c; 2601 to 2610 miles, 1050c; 2611 to 2620 miles, 1054c; 2621 to 2630 miles, 1058c; 2631 to 2640 miles, 1062c; 2641 to 2650 miles, 1066c; 2651 to 2660 miles, 1070c; 2661 to 2670 miles, 1074c; 2671 to 2680 miles, 1078c; 2681 to 2690 miles, 1082c; 2691 to 2700 miles, 1086c; 2701 to 2710 miles, 1090c; 2711 to 2720 miles, 1094c; 2721 to 2730 miles, 1098c; 2731 to 2740 miles, 1102c; 2741 to 2750 miles, 1106c; 2751 to 2760 miles, 1110c; 2761 to 2770 miles, 1114c; 2771 to 2780 miles, 1118c; 2781 to 2790 miles, 1122c; 2791 to 2800 miles, 1126c; 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THE REBEL.

Being a Memoir of Anthony, fourth Earl of Chervell, including an Account of the Rising at Taunton in 1681, compiled and set forth by his cousin.

SIR HILARY MACE, BART.
Custos Rotulorum for the County of Wilts.
Edited, with some Notes, by
H. B. MARSHALL WATSON.

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CHAPTER XV.—(Continued.)
OF MY LORD'S ENLIGHTENED MANEUVRES, AND OF HIS ESCAPE FROM THE TOWER.

The hour was now after midnight, and a raw wind was blowing; yet it curled out with his brilliant air, and he reached the house at one of the clock. It stood all black, save for a single candle shining in a window on a higher story. It was so, he thought, that he had visited this lady upon a former occasion in her house by Falsham. Not desiring that any should have knowledge of him but those who were necessary, he would not ring at the door, but climbing swiftly by the abutments reached presently the window which he sought. Once there, he tapped gently on the pane.

This brought to the window the mistress of the house, as he had thought, who looked out with her eyes wide open, staring into the windy night. Then at the sight of a man she fell away with a cry; but my lord drummed again upon the window gently. And at that, though she could make out nothing of his face, it appeared she took heart and opened the casement, when my lord stepped through and confronted her.

She made an exclamation of wonder and delight to recognise him.

"Oh, my lord," she said, "what means this? What has brought you out of that confinement?"

"To your voice that called me here," said he, smiling on her, "there is no incarceration that can endure against your ladyship."

"You speak fair," said she, her face alight with contentment, "yet you do not just with me. I wrote to cheer you, my lord, and that your spirits should be raised."

"And I am here," said he, "in answer, I am come to thank you, madam."

She stood before him tall and delicately built, clothed in a cherry-coloured dress that fell from her white hair down softly to the floor; and with her challenging glance she invited him tenderly.

"You are very good, my lord," said she softly. "I fear I am a foolish woman to be so generous of myself. I am too proud, and she laughed low.

"Nay," returned my lord quickly, "there is a gentle friendliness about you, as you know. I will cover what you think of me, and I am not so much as you show me."

He perceived that she mistook what he had come for, and he knew not in what way to lead her. She turned up a little aside and set down, as if with an impatient.

"The late hour, my lord," she said in an indifferent voice, "you have honoured me unexpectedly, yet I must have a care for my name. What business have you?"

"Madam," said he, softly and relating, "there is one that you recall to me, long dead."

"Who is that?" said she quickly, looking at him.

"One I knew in Paris," he answered her, "and she spoke with that voice you speak. I close my eyes and hear her."

"She was silent a moment," said he, "and how many you know, my lord—long dead?" said she slowly with her eyes on the fire. "Sure, they have passed away and left you still lamenting."

"I am broken out of my longing for that," he answered.

"When will you end this contention?" she asked earnestly, "will the enlargement of my ladyship finish it?"

"I know not," he said, "I cannot tell," he replied shortly.

"Ah," she cried out in triumph, "is not for her that you fight them? 'Tis for something further."

"Madam," said he, speaking very coldly, "she shall hear no more."

"She will hear a colour slipping to her face, and she considered him softly."

"Nay, but that is needful," she said next, "it is her task. Yet the whole of life lies not in that outlook. Is she beautiful?"

"She is called so," he answered, "She has fine eyes. I think she hath due proportions to her body."

"The lady Katherine's face lit again, and her gaze fell to her own just figure."

"If she be beautiful," she said, "this is no news. It is not rare. My lord, she is not the only woman so called. My lord, she is pleased only, 'tis there no other that may claim that title."

"He met her cutting wistful eyes. 'True, there is another,' and he gently. He had some remembrance of her, but he was very delicate."

"Madam so kind," he said, "you have some news for me," he was still greatly discomfited of his passion against the Duke."

"The Duke," said she, thinking, "I have some news. But why should I play outstep in your service, my lord?"

"To play a very pleasant part of friend," he said softly.

She took from her bosom a piece of parchment. It has been conceived there and borne in pain.

LITERARY GOSSIP.

An article in the German "Gegenwart" treats of almost forgotten books of German prose, particularly the work of the great German historian of Rome, Theodor Mommsen, dating from the last century. The article is a reprint of the last issue of the "Sonnenberg" by three friends, Theodor Mommsen, Theodor Storm, and Theodor Storm.

The three were students together at Kiel, and long kept up their literary intimacy. Mr. Mommsen, proprietor of "The German Magazine," intends starting a somewhat lighter journal at an early date. He finds the publication of his own work, "The German Magazine," an immense success with his readers, although the colored pictures have added nearly £12,000 to the expense of the magazine this year.

Mr. Mommsen has found special articles as "Liquid Air" and "The Siberian Railway," written by men with a gift of easy and popular writing and personally conversant with their subject, of great benefit to his circulation. The late Professor Drummond's sketch of D. L. Moody is to be reprinted as a booklet immediately.

All who are interested in the social life of Scotland in the eighteenth century will be glad to read the reprint of Mr. Graham's recently issued volume—the men who played a notable part in it will be gratified to learn that Professor Knight, who has been so long and so well known in the literary world, has been made the subject of a biographical study, which has been projected by Mr. Knight.

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MUSICAL AND DRAMATIC NOTES.

Two theatres in Australia sharing the same title have been doomed to destruction, so that between now and next Easter both the Sydney Opera House and the Melbourne Opera House will come to exist. The former has failed to attain its majority, while the latter is in a state of financial straits.

The Sydney Opera House, which was opened with the musical comedy of "The Doctor of Almatraz" by Messrs. Kelly and Jones on December 26, 1877, was built upon and owned by the late Mr. J. J. Josephson. The property is now being altered by Mr. Percy Josephson, according to his own architectural plans, and the old theatre to be demolished, which will leave the site vacant for some time.

The Melbourne Opera House, which was opened with the musical comedy of "The Doctor of Almatraz" by Messrs. Kelly and Jones on December 26, 1877, was built upon and owned by the late Mr. J. J. Josephson. The property is now being altered by Mr. Percy Josephson, according to his own architectural plans, and the old theatre to be demolished, which will leave the site vacant for some time.

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CHESS.

His secretary of chess clubs are invited to furnish news of general interest. The Editor will be happy to receive unpublished games and original problems which could be accompanied by diagrams and analysed with a view to publication.

PROBLEM No. 229.
White has a job on hand to lose. There is a white king on e1, a black king on e8, and a black queen on d8. White has a white king on e1, a black king on e8, and a black queen on d8. White has a white king on e1, a black king on e8, and a black queen on d8.

PROBLEM No. 230.
White has a job on hand to lose. There is a white king on e1, a black king on e8, and a black queen on d8. White has a white king on e1, a black king on e8, and a black queen on d8. White has a white king on e1, a black king on e8, and a black queen on d8.

PROBLEM No. 231.
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PROBLEM No. 232.
White has a job on hand to lose. There is a white king on e1, a black king on e8, and a black queen on d8. White has a white king on e1, a black king on e8, and a black queen on d8. White has a white king on e1, a black king on e8, and a black queen on d8.

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PROBLEM No. 235.
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PROBLEM No. 238.
White has a job on hand to lose. There is a white king on e1, a black king on e8, and a black queen on d8. White has a white king on e1, a black king on e8, and a black queen on d8. White has a white king on e1, a black king on e8, and a black queen on d8.

PROBLEM No. 239.
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DRAUGHTS.

All communications for this department should be addressed to the Editor, "Sydney Morning Herald," this street, Sydney.

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ESTIMATES OF POPULATION.

NEW SOUTH WALES, 1899-90.
The following is from the office of the Government Statist:

Year.	Births.	Deaths.	Population.	Estimated.
1899	24,712	15,728	4,044	1,411,460
1900	24,712	15,728	4,044	1,411,460
1901	24,712	15,728	4,044	1,411,460
1902	24,712	15,728	4,044	1,411,460
1903	24,712	15,728	4,044	1,411,460
1904	24,712	15,728	4,044	1,411,460
1905	24,712	15,728	4,044	1,411,460
1906	24,712	15,728	4,044	1,411,460
1907	24,712	15,728	4,044	1,411,460
1908	24,712	15,728	4,044	1,411,460
1909	24,712	15,728	4,044	1,411,460
1910	24,712	15,728	4,044	1,411,460

The population on December 31, 1899, was estimated at 1,411,460. On a review of the figures, the statistician considered that the estimate was too high, and he accordingly reduced the estimate to 1,411,460, making the new figure 1,411,460, as stated in the foregoing table. The estimated population at the end of 1899 includes 5,559 aborigines, including those the estimate arrived at for the combined population of the various districts.

ESTIMATED POPULATION OF NEW SOUTH WALES ON DECEMBER 31, 1899.

Year.	Births.	Deaths.	Population.	Estimated.
1899	24,712	15,728	4,044	1,411,460
1900	24,712	15,728	4,044	1,411,460
1901	24,712	15,728	4,044	1,411,460
1902	24,712	15,728	4,044	1,411,460
1903	24,712	15,728	4,044	1,411,460
1904	24,712	15,728	4,044	1,411,460
1905	24,712	15,728	4,044	1,411,460
1906	24,712	15,728	4,044	1,411,460
1907	24,712	15,728	4,044	1,41

MC | *James L. Thompson*

Farmer & Company
Limited

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Dainty items direct from London, Paris, Berlin, New York, and other centres, and ask early inspection. Our Stock embraces BELTS, BUCKLES, JEWELLERY.

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Just to be made good.
Flashed and Gilted, Beadings, and Trimmings
Black and Coloured Sewing Trimmings
Black and Coloured Sewing Beadings
White and Coloured Laid
Black Silk Threaded Metal Beadings
Coloured Silk Threaded Metal Beadings
Coloured Silk Fringes, latest novelty, with Chain Bead-
ing. See list on page 10.
White and Cream Silk Fringes.

BODICE ORNAMENTS.
Feather Trimmings, black, cream, and new colors, in
open Mantles, 25 yard.
Black and Coloured Sewing Beadings, 25 yard.
Black and Coloured Sewing Trimmings, 25 yard.
For full list of these and other first class goods, see
page 10, and our new catalogue, which is sent free, upon
request, to Mr. J. M. Mumford, Chicago, Ill., or to
J. M. Mumford, New York, N. Y., or to J. M. Mumford,
New York, N. Y.

AUTUMN NOVELTIES.
In our new catalogue, of Fashion and Cutting
Department we are showing:
LADIES' FASHIONABLE HATS
In Flannelette, Flannel, Cashmere, Fynesse, Wool
Striped and Plain, in all the latest styles.
LADIES' FASHIONABLE JACKETS
In Flannelette, Flannel, Cashmere, Fynesse, Wool
Striped and Plain, in all the latest styles.
LADIES' FASHIONABLE UNDERWEAR
In Flannelette, Alpaca, Cashmere, Silk, Merino, Colored
and Black, and all the latest styles.

1880.
Ladies

FURNITURE DEPARTMENT.
 SPECIAL ITEM.
 CONNOISSEURS OF ART WILL DO WELL
 TO INSPECT OUR
 DECORATED-SERIES OF APARTMENTS
 IN MARKET STREET.
 FARMER AND COMPANY, Limited.

SYDNEY.

[illegible]

February 2.

[illegible]

The smallest money market
too big.

SALE OF A YACHT.
Messrs. Fraser, Uther, and Co., on Monday, at the
City Mart, are to sell the yacht *Hawthorn*, 12-mast, 200-
ton, built in 1870, and in excellent order.

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Publications, &c.
 (continued from page 11.)

Light, and Liberation."

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THE SACRED WRITINGS
valuable series of interpretations of the scriptures of the Eastern, by KATHERINE TINGLEY with illustrations by the author. The questions of modern thought, and the many necessary religious philosophy, is of 24, post free
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BROTHERHOOD PATH
illustrated magazine devoted to the principles of the Brotherhood of the World, and the realization of the unity or Brotherhood of Mankind is edited by KATHERINE TINGLEY Editor, 100 West 42nd Street, NEW YORK, N. Y.

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magazine to promulgate the limited and Brotherhood.
KATHERINE TINGLEY, New York
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Light, and Liberation"

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ORANGE-STREET, SYDNEY
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Books. Schools of Arts and
OFFICES.
Several London News, in each, and
available Books at very low prices: also
newspapers, in odd, almost new and
separately.
Cheapest in Sydney, and up-to-date
"Gleaner," is a capital Magazine
N. I. ready. In odd.
Inspection invited.
Instrumental.
continued from page 5.)
new Looped Conversation Models, in
special opportunity to write students

65 Flinders-street, off Oxford-street.
Convent Ground. To Religious Trusts,
Schools, or Proprietors of Music.—A Plot
of Frame contains equal to one acre, very
good, extremely durable, a most princely
and profitable investment made.
Free taken in part payment.
65 Flinders-street, off Oxford-street.
case, very handsome, ivory legs, oil
on 246 ft even—**Sell, Harry Biss.**

Piano and Organ Depot, at Flinders
Piano sent in for SALE cheap.

20 Guinea Piano, certified by Italy
for £20, at Union-st., Pyramont.

Guinea Piano! for sale, must be sold,
at money. 154 Pyramont-st., Gt. Geo.

Piano, for child, 67 Oak, at
brochmole-st., Rindles.

Bright Walnut PIANO, 83, lovely
or terms. 56 Walbrook-st., Ealing.

Grand, Delay, and Hobbs—Come Good
to Kelly and Co., 95 Regent-st.,

where, 2d deposit, cash system, bal.

ANO, imported by Elzy, nearly new;
To 19mmont Bridge-nd, Camperdown,
in good order, AN, no dealers. 35 Kip
pax-nd, 8, H.

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herely notified that the Engineering
and (Clune, 404 Jones-st., Union
DISCOVERED by mutual consent,
and Clune will not be responsible for
in their name from this date.
(Signed) RICHARD HAY
JOHN CLUNE.

HASEMEER.

any will be carried on from the date of
erring Works.
C. J. HASEMEER, Manager.

F. Chatterwood—Line deposited. For
J. T. Smith (See Inv., 2-30, 1. Ind and

For Sale.
(Continued from page 17.)

L.S. WINDMILLS
WINDMILLS.

in first-class Windmills, and can
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